
From: Peter Howe <Peter@Tristarnpw.com>
Sent: Monday, August 3, 2020 8:47 AM
To: Stanfield, Brooks
Cc: Caitlin Bryan (cbryan@maulfoster.com); Leefers, Kristin; Fowlow, Jeffrey
Subject: RE: Track Use

Brooks, I just talked with Mark Condon, he suggested that the rock should be ½" to 1-1/2" Walkway or Yard rock, he also mentioned Spokane Rock 509-244-5851 would have this product.

Straight Ballast Rock would not allow you to compact enough to drive on, and we would be able to use this rock for subgrade on that track.

Peter

Peter Howe
President
Tristar Companies, Inc.



Mobile: 503-807-2952
Vancouver office: 360-823-1000
Fontana office: 909-823-3000
peter@tristarnpw.com

From: Stanfield, Brooks [mailto:Stanfield.Brooks@epa.gov]
Sent: Friday, July 31, 2020 3:00 PM
To: Peter Howe
Cc: Caitlin Bryan (cbryan@maulfoster.com); Leefers, Kristin; Fowlow, Jeffrey
Subject: Re: Track Use

Peter-
Do you have a spec for that ballast rock? That would be helpful as we look for material.

Thanks,
Brooks

Sent from my iPhone

On Jul 28, 2020, at 6:01 PM, Peter Howe <Peter@tristarnpw.com> wrote:

Thanks Brooks, I look forward to meeting you in person.

See you Tuesday
Peter

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: "Stanfield, Brooks" <Stanfield.Brooks@epa.gov>
Date: 7/28/20 5:56 PM (GMT-08:00)
To: Peter Howe <Peter@Tristarnw.com>
Cc: "Caitlin Bryan (cbryan@maulfoster.com)" <cbryan@maulfoster.com>, "Leefers, Kristin" <Leefers.Kristin@epa.gov>, "Fowlow, Jeffrey" <Fowlow.Jeffrey@epa.gov>
Subject: RE: Track Use

Hi Peter-

Thanks for your message. That's helpful to get an overview of the track locations and numbers.

Our sub-contract specialist for the siding work is NW Demolition based in Oregon. I don't believe it is the same company as NW Industrial.

I reached out to Caitlin today to establish a line of communication knowing that our subcontractor will begin evaluating options for how to maneuver our equipment on the north side of Building 34 and we wanted to first understand when your firm may begin some of the prep work in that area. She indicated that it likely wouldn't be within the next month. I also let Caitlin know that based on feedback from the subcontractor, we may be considering a few options for how we move equipment around the north side of that building as we access the siding for removal and haul it off for disposal. I also mentioned that we not have many options to consider; we will have to see what we learn from our evaluation Thursday. I know that you haven't finalized your lease just yet but to the extent we have any flexibility I can check with you to see if there are some options that may be more supportive of your future project. To the extent an option doesn't interfere with our ability to complete our cleanup action we can take that into account. All this is a bit premature, but I wanted to touch base with your team anticipating that we may have a question or two as early as later this week.

I plan to be on-site next Tuesday and demolition operations should be well underway. You will want to expect that there will be some areas, likely near Building 34, that will be inaccessible because we will be handling hazardous material and respirators will be required. I will keep an eye out for you and I can show you where the exclusion zone is at that time.

Brooks Stanfield
Federal On-Scene Coordinator
U.S. EPA Region 10
1200 Sixth Ave. Suite 155, 13-J07
Seattle WA 98101-3140
stanfield.brooks@epa.gov

(o) 206-553-4423
(c) 206-379-2996

<image002.jpg>

From: Peter Howe <Peter@Tristarnpw.com>
Sent: Tuesday, July 28, 2020 2:59 PM
To: Stanfield, Brooks <Stanfield.Brooks@epa.gov>
Cc: Caitlin Bryan (cbryan@maulfoster.com) <cbryan@maulfoster.com>
Subject: Track Use

Brooks, Caitlin called me about the siding removal and that your intending to remove from the north side (Trackside) of the building.

I have attached a couple track diagrams that will help with track identification.

Track 5020 is the main track running east/west and is considered to by me as the lifeline to my business, this track is 100% operational today. The only thing this track needs is vegetation removal.

Track 5080 is the "Storage track" that is also 100% operational as of today, again with the vegetation removal.

Track 5056 is the track that is closest to the building which is not operational and would need to have ballast rock and some of the RR Ties replaced. I spoke with Mark Condon who is has done track work in this facility since Kaiser Aluminum owned it. He represented the track at 75% ready to roll. Mark mentioned that the addition of rock over the track would be acceptable if the rock was the correct rock (Ballast Rock with some fines to hold for driving) 2. No cleanup needed once rock was put down. The rock can be used to level the track and RR ties can be pulled out that need to be replaced (Think Jenga)

I'm planning on a site visit Tuesday should be on site around 10:30am, let sit down for a review of projects.

Please call me directly with any questions.

Peter
503-807-2952

PS. I heard that NW Demolition is doing the work is Ted Condon @ NW Industrial the same company? This is Mark Condon's (b) (6) , they may want to talk about the rock being proposed to make use of it later.

Peter Howe
President
Tristar Companies, Inc.

<image003.png>

Mobile: 503-807-2952
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peter@tristarnpw.com